COTTAM & Co.,
OUTFITTERS,
FOR
CHRISTY'S BATH GOWNS,
do. do. TOWELS,
BATHING DRESSES,
PYJAMAS.
KENT'S HAIR & TOOTH BRUSHES.
SOAPS, PERFUMERY,
&c., &c., &c.

The Hongkong Telegraph.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

ESTABLISHED 1881.

NEW SERIES No. 458 日五廿月八年二十緒光 THURSDAY, OCTOBER 1, 1896. 四拜禮 號一月十英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " 6 " ... 3½ "
" " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND ..... $ 6,000,000
RESERVE LIABILITY OF PROPRIETORS... $10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th August, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [32

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillespie, Esq. | Chow Tung Shang, Esq.
H. Stuttcright, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shin, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893. [7

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.

Hongkong, 15th May, 1896. [821

Insurances.

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.

Hongkong, 28th April, 1896. [742

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY..... £2,480,053
NET ANNUAL FIRE PREMIA..... £ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896. [1373

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO .....
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 19th December, 1885. [1374

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 25th May, 1891. [247

LIGHT ON THE STOMACH.

Such is the verdict of all those that have tried SEATTLE BREWING AND MALTING Co.'s product.
Some beers lie heavy on the stomach.
That is certainly not desirable.
Avoid such beers.
By using the "RAINIER" brand you are sure of a mild, light beer, one that is easy to digest and nutritious.

F. BISHOP,
Acting Manager.

OFFICE:—ICE HOUSE LANE.

Hongkong, 28th September, 1896. [1521

Intimations.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NOISELESS. SMOKELESS.

47] NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

R. V. SIORN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* 7160

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, *viâ* MARSEILLES.	*Canton*	A. G. Cubitt, R.N.R.	Noon, 3rd Oct.	Freight or Passage.
SHANGHAI	*Mirzapore*	J. R. Landon, R.N.R.	About 3rd Oct.	Freight or Passage.
LONDON, &c.	*Rohilla*	F. J. Cole	Noon, 8th Oct.	See Special Advertisement.
JAPAN	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 9th Oct.	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Java*	J. Challew, R.N.R.	About 15th Oct.	Freight or Passage.
SYDNEY, &c.	*Malacca*	G. C. Heaning, R.N.R.	About 16th Oct.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 1st October, 1896. [431

BELDAM'S
PATENT
COMPOUND METALLIC ELASTIC ENGINE
PACKING.

THE BEST OF ALL PACKINGS.
REDUCES FRICTION TO A MINIMUM.
RESISTS ALL TEMPERATURES.

SHIPS' STORES OF ALL KINDS.
BEST QUALITY, CHEAPEST PRICES.
SHIPS UPHOLSTERY A SPECIALITY.

LANE, CRAWFORD & CO.
SHIPCHANDLERS, &c., &c.,
PRAYA CENTRAL.

Hongkong, 24th September, 1896. [973

MONTHLY RATES FOR MEALS AT H.E. HOTEL.

BREAKFAST	$12.00
Tiffin	15.00
Dinner	20.00
ALL 3 MEALS	42.50

FOR SALE.
G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints ..... $35 per case.
do 1 " quarts ..... $33 "

SHEWAN & Co.,
Agents.

Hongkong, 25th June, 1896. [805

THE HONGKONG BUTCHERY.
VEAL SAUSAGES.
25 CENTS PER POUND.

J. TATAM,
PROPRIETOR. [40

Hongkong, 1st September, 1895.

AQUARIUS

ESTD. 1881.

TELEPHONE—73.

SOLE AGENTS:—

CALDBECK, MACGREGOR & Co.
WINE and SPIRIT MERCHANTS.
15, *Queen's Road,*

Hongkong, 25th September, 1896. 99

W. POWELL & CO
SEASONABLE SPECIALITIES.

CRICKET BATS.
WICKETS.
CRICKET BALLS.
TENNIS BATS.
TENNIS BALLS.
TENNIS SHOES.
LADY'S GOLF SETS.
GOLF BALLS.
LAWN BOWLS.

FOOT BALLS.
FOOT BALL SHOE SPIKES.
FOOT BALL INFLATORS.
FOOT BALL BLADDERS.
RUNNING SPIKES.
DUMB BELLS.
BOXING GLOVES.
ROLLER SKATES.
ROLLER SKATE FITTINGS.

Hongkong, 26th September, 1896. [1004

Intimations.

GEIPEL'S PATENT STEAM TRAPS

ARE BEING FITTED TO ALL NEW STEAMERS.

THE LATEST INVENTION FOR SAVING STEAM.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE AGENTS.

Hongkong, 22nd September, 1896. [30

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES; Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

1030]

THE PHARMACY.

TANSAN, TANSAN,
TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.

605]

TRADE MARK.
洋行 *Hong Name:—* 源和
YUEN WO.

GANDE PRICE & CO.,
HAVE THE LARGEST EXPERIENCE AND GIVE THE BEST VALUES.

NOTE.—WE ARE SOLELY WINE AND SPIRIT MERCHANTS.

TELEPHONE, No. 135.

No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th September, 1896. [420

MOUNT AUSTIN HOTEL.

On SATURDAY, THE 3RD OCTOBER.
By kind permission of Major RETALLICK and OFFICERS,
THE BAND OF THE HONGKONG REGIMENT
will play during Dinner and afterwards in the Hotel Grounds.

THE TABLE D'HOTE DINNER
IS SERVED IN THE GRAND DINING ROOM,
AT 8.00 P.M.

Arrangements can be made for DINNER PARTIES in Private Rooms. Tables or Seats can be reserved for the Table d'Hote and Wines Iced to order.

MOUNT AUSTIN HOTEL.

Hongkong, 29th September, 1896. [28

W. BREWER & CO.
LETTS' DIARIES, 1897.
NEW BOOKS AND NEW EDITIONS.

THE HEART OF THE WORLD, BY RIDER HAGGARD	$ 1.20	PAASCH'S FROM KEEL TO TRUCK	$13.50
The Soul of Lilith, by Marie Corelli	1.20	Cassell's Science for All, 5 vols.	15.00
Cameos, by Marie Corelli	1.20	Chambers Encyclopedia, 10 vols.	45.00
The Far East, by Henry Norman	10.50	American Cyclopedia of Commerce, 2 vols.	10.00
Principles of Common Law, by Indermaur.	10.00	History Latin Literature, by Simcox, 2 vols.	10.00
Every Man his own Lawyer	3.50	Forbes' Hindustani Dictionary (Romanised)	18.00

A RISING YOUNG MAN ALWAYS DRINKS

RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY IT AND YOU WILL BE HAPPY IN THIS WORLD.

"THE RISING YOUNG MAN."

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
Ice House Lane.

F. BISHOP,
Acting Manager.

Hongkong, 17th September, 1896. [1556

Intimation.

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of Woollens to suit the Present and Coming Season,

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896. [1471

THE YOKOHAMA SPECIE BANK, LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 29 dated the 6th day of the 7th Month of the 20th Year of Meiji.)

Subscribed Capital.....	Yen 12,000,000
Paid-up Capital	" 5,250,000
Reserve Fund	" 5,010,000

Head Office:—
YOKOHAMA, JAPAN.

Branches and Agencies:—
KOBE, LONDON, NEW YORK, LYONS, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI.

London Branch:—
120, Bishopsgate Street, Within.

London Bankers:—
The Union Bank of London, Ltd., The London Joint Stock Bank, Ltd., The Parr's Banking Co, and the Alliance Bank, Ltd.

Shanghai Agency:—
No. 21, THE BUND.

Hongkong Agency:—
No. 6, PRAYA CENTRAL and ICE HOUSE STREET.

DRAFTS granted on all the Principal Places in Japan and China, and on the Principal Commercial Centres in Europe, India and America, and every description of Exchange Business Transacted.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

NOTICE.

UNDER the Authority of the Directors and with the Sanction of the Japanese Minister of State for Finance, I have This Day OPENED an AGENCY of the above Bank at No. 6, PRAYA CENTRAL and ICE HOUSE STREET, Victoria, Hongkong.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896. [1481

To-day's Advertisements.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the Freemasons' Hall, Zetland Street, THIS EVENING, the 1st October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 1st October, 1896. [1500

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

SPECIAL CHEAP EXCURSION TO MACAO.

SHOULD the Weather be favourable the Steamer "HONAM" will make a SPECIAL TRIP to MACAO on SUNDAY next, the 4th October.

Times of Departure:—From HONGKONG at 9 A.M. and returning will leave MACAO at 10 P.M.

Return Fare, $2. No Second Class or Single Fares. Chinese Servants, 50 Cents each way.

In the Afternoon there will be a Grand Religious Procession in Macao.

TICKETS may be obtained on SATURDAY at the Office of the Company, or on Board the Steamer on the morning of the sailing.

THOS. ARNOLD,
Secretary.

Hongkong, 1st October, 1896. [1435

It's a Far Cry
FROM FOREIGN LANDS TO
Chicago, U.S.A.

But no matter where you live, we are anxious to do business with you in Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Revolvers, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Books on every subject. We handle only dependable goods—*no trash.*

We believe we can send to any clime, goods of any kind, perfect in quality, at lower prices, laid down, than the residents thereof can obtain them anywhere else. Our belief is founded on a quarter century's experience. To acquaint you with our facilities we will send you, or any other foreign resident, free of all charges, our "BUYERS' GUIDE," a 2½ pound book, 700 pages, 13,000 illustrations, 40,000 descriptions—it is unique, useful, valuable—and also our "HAND BOOK FOR FOREIGN BUYERS," which contains all necessary information to put you in close touch with our marvelous methods. WILL YOU ASK US TO DO SO?

Montgomery Ward & Co.

111 to 118 Michigan Ave. Chicago, U.S.A.

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE, BREMEN AND HAMBURG.

THE Company's Steamship

"ELISABETH RICKMERS,"

Captain Andersen, will be despatched as above on THURSDAY, the 8th instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 1st October, 1896. [1486

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO AND SHANGHAI.

THE Company's Steamship

"WHAMPOA,"

Captain Andersen, will be despatched as above TO-MORROW, the 2nd instant, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st October, 1896. [1510

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION,"

Captain Branch, will be despatched as above on SATURDAY, the 3rd instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st October, 1896. [1514

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAILOONG,"

Captain Davis, will be despatched for the above Port on SUNDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 1st October, 1896. [1537

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHWANG.

THE Company's Steamship

"TAMSUI,"

Captain Vaughan, will be despatched as above on MONDAY, the 5th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st October, 1896. [1528

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on TUESDAY, the 6th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st October, 1896. [1533

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS,"

Captain Gregory, will be despatched as above on SUNDAY, the 11th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st October, 1896. [1536

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

Dakin, Cruickshank & Co.'s Waters are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. [1427

WHYTE & MACKAY

"DOUBLE LION BRAND"

SPECIAL

SELECTED HIGHLAND

WHISKY.

PURE, MILD AND VERY CHEAP.

Sole Agents for Hongkong:—

ROBERT JACK & Co.,
Pottinger Street.

Hongkong, 24th September, 1896. [1497

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at Moderate Prices.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The Scotch Whiskey marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [1

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 1, 1896.

NOTES AND COMMENTS.

We commend to our readers an excellent article from the *China Gazette* of the 24th instant summing up the facts of the situation in the East so far as regards Russia and Russian preparations for war, and asking the very pertinent question, which we have have so often asked—"Against whom are these armies and fleets to be directed, or in preparation for what contingency are they in readiness?" An army of over one hundred thousand men on the Eastern shores of Siberia, vast stores of war-like material, nurses and ambulances and litters; the last things provided before active operations commence. A big fleet on the spot; a still more powerful one said to be Eastward bound in the early spring. Are these armaments for offence or defence, and if for offence, against whom? The *China Gazette*, without directly saying so, suggests Japan as the objective, and points to active preparations at Port Arthur as indicating a joint attempt by China and Russia to wipe out the losses and avenge the defeats of 1894. We have always held that England is the power aimed at, that a combined attack by Russia and France is in course of preparation, to commence out here and roll up the whole British line from the extreme East to the narrow seas, threatening all our Eastern colonies, India and Australia, and forcing us in Europe to yield Turkey to Russia and Egypt to France. *Absit omen!* Nevertheless the sky is filled with omens, each more portentous than the other.

* * *

We are not satisfied with the settlement of the Foreshore Question at Chefoo. If Fergusson & Co.'s right to the land in dispute is admitted as being unquestionable they should be put in possession of it again, and not compensated for its loss. If their title was good, the Chinese Government had no right to sell it over their heads or to turn them out of it in favour of any purchaser, even though that purchaser was the Imperial Russian Government itself. The contract for sale should have been cancelled and Russia compensated for the disappointment with money or with a fresh grant elsewhere; but if Fergusson & Co. are not to get back their full foreshore rights, not merely have they lost the simple money value of these rights, but their landward property is seriously diminished in value by being deprived of access to the sea, and their business is seriously injured. If, of course, they are willing to accept compensation in money *instead of insisting on a complete restitution* that is their affair, and we presume they have agreed to do so, subject to an arbitration as to the amount; but their right is to have the Russians turned out and their property restored, with damages for the detention and consequent loss. We congratulate Sir Claude MacDonald, not so much on the settlement affected as on the fact that he has brought the affair to a somewhat more speedy conclusion than we have of late been accustomed to in respect of matters settled through the Legation at Peking. Will he turn his attention now to the West River. With our contemporaries we rejoice in the evidence this settlement of the Chefoo Foreshore Difficulty affords us of the continuance of Sir Robert Hart's power and influence with the Chinese Government.

REUTER'S MESSAGES.

THE TZAR AND THE PREMIER.

London, September 29th.

The Tzar and Lord Salisbury conferred together for one hour on Sunday.

THE MATABELE REVOLT.

A telegram from Fort Salisbury reports serious fighting on the Mazoe River, lasting three days. One engagement lasted ten hours, when the troops were fairly hemmed in by the rebels, who were well armed.

TURKEY AND THE POWERS.

The French papers report an interview between M. Cambon and the Sultan, in which the former warned His Majesty against the armed intervention of Europe if the troubles in Armenia and Crete continued. He added that this would mean, if not the end of the Ottoman Empire, at least the end of the dynasty, and that the European *entente* was perfect.

MEDICAL INSPECTION AT JAPANESE PORTS.

We have received the following communication from the Chamber of Commerce for publication:—

Hongkong, October 1st.

Dear Sir,—This Chamber learns from the Colonial Secretary that the Government have received the following telegram from the British Minister at Tokio:—

Medical inspection at Japanese ports discontinued on arrivals from Hongkong and China ports."

I am, dear Sir,
Yours faithfully,
R. Chatterton Wilcox,
Secretary.

The Editor
Hongkong Telegraph

THE TYPHOON.

Senor José de Navarro, Spanish Consul at this port, has courteously favoured us with a copy of the following telegram received from Manila:—

"Manila, October 1st.
7.34 a.m.

"The depression announced yesterday is now in the China Sea to the W.S.W. of Manila. Its direction seems to be from E.S.E. to W.N.W."

The Observatory officials report to-day as follows:—

On the 1st at 11.0 a.m.: The depression has entered the China Sea, and appears to be situated off the coast of S.W. Luson. Apparently it is moving towards W.N.W. at present. The barometer has fallen generally on the China coast, and now reads slightly below the normal in Hongkong. Forecast:—Fresh or strong N.E. breeze; fair.

At 4 p.m. the barometer was falling.

LOCAL AND GENERAL.

The annual meeting of the Hongkong Jockey Club will be held in the City Hall to-morrow at 5 p.m.

Mr. H. J. Cotton will succeed Sir William Ward, who retires next month, as Chief Commissioner, Assam.

At the annual meeting of the Hongkong Foot ball Club yesterday evening the report and accounts were duly passed.

A capital programme has been issued for the Tientsin Autumn Race Meeting to be held on the 2nd, 3rd and 4th of November.

The Yokohama Chess Club, which has been closed for the off-season, re-opens this evening. The Tokio Chess Club re-opens to-morrow, the 2nd of October.

Lam Hung, the 'rickshaw builder who killed a *joss* in a Queen's Road shop yesterday, was caught in the afternoon in Caine Road and this morning he was brought before the Magistrate and remanded.

The dining-room at Thomas's Grill Rooms has been shifted upstairs, while the old dining-room is turned into a commodious and well-appointed billiard room. The building is undergoing an extensive overhaul.

Seven cargo-boatmen were fined $3 each this morning for dumping rubbish in the harbour. They were bringing earth from Yaumati to Hongkong and because they could not get the boat along fast enough they tipped some of the earth into the sea.

A thief came out of a house in Jubilee Stree this morning and on catching sight of a watchman ran back again. He went upstairs and tried to jump from a window into an opposite house in a lane. He failed to reach the other side, dropped to the ground below, and was killed.

We notice throughout the town that European overseers are being employed to a considerable extent where building operations are being carried on. This is certainly a step in the right direction and should tend, if the overseers are adequately paid, to prevent contractors putting in so much inferior work and material. But if not properly paid—

We are glad to note that the long-needed repairs to the roof of the hospital ship *Menmuss* have at last been commenced. Should the typhoon reported to the South and near Luson reach us we may have a very perfect illustration of the truth of the old proverb that a stitch in time saves nine; that is, if any of the *Menmuss* is still left together.

We are glad to see that the misleading legend "Victoria Hotel" has at length been removed from the ruins of the old building at the corner of Pottinger Street. It is a pity that this excellent site has lain fallow, as one might say, for so long and we wonder some enterprising capitalist has not erected a new building there long ago. It looks as though another inquest must follow soon if the ruin is allowed to remain in its present state. Would it be too much to expect that the Public Works Department, so deeply interested in building operations of all kinds and so exacting in enforcing all sorts of stupid red-tape regulations, should see that these buildings extending from the Queen's Road to the Praya do not do any further mischief and take any more lives. We shall do our level best to find out the responsible officer and prosecute him, if, through want of proper oversight, there is another accident here.

Mr. J. Courtney Hixson, U.S. Consul, left Foochow a few days ago for Shanghai *en route* to his native land. During his absence Mr. William C. Hixson has charge of the United States Consulate at Foochow.

Here's a chance for some 'cute D's! The Governors of Kiangsu and Chekiang are, according to the *Shanghai Mercury*, offering a reward of $4,000 and $5,000, respectively, making it $9,000 in all, for the arrest of a notorious robber named Kün Kwang-ming.

In an article on "Li Hung-chang and the Future of China," the *Spectator* expresses the belief that "if when Li Hung-chang returns to China he is made Chancellor of the Empire with plenary powers, and is loyally supported at Peking, China may yet revive."

Our Antipodean contemporary the *Torres Straits Pilot* asks—"Is it the correct thing to state that the 26½ fathoms in which the divers worked at the *Catterthun* gold is a record for deep diving? It is regarded as a somewhat common occurrence for a diver in the Torres Straits to get that distance down searching for pearl-shell. Some divers will, according to the *Pilot*, go to 30 fathoms in the ordinary diving dress in their anxiety to get shell, and work successfully. In getting beyond that, however, they have failed, and after attempting 32 fathoms paralysis and death follow. The claim, therefore, that the record for depth was put up by the recoverers of gold from the *Catterthun* is not correct. Torres Straits divers claim the record, and the credit, if any attaches to it, should be given to them.

Important decrees having reference to the disposal of the property of rebels have been published in the Manila *Gazette*. Briefly stated the decrees set forth:—

I.—The goods of all rebels whether residing in the Philippines or in other countries will be confiscated;

II.—The crops and rents of all property belonging to rebels will be used for war purposes and they shall have no claim to them now or in the future;

III.—No transmission of goods belonging to rebels will be considered valid after the publication of these decrees, nor contracts entered into which affect such property;

IV.—The Military Authorities will be the judges of what property is to be confiscated and how to be used;

V.—The rebels who give in their submission within the time specified in the proclamation will not have their property confiscated;

VI.—The Government will make opportune arrangements for the carrying out of this decree.

Some amusement was caused yesterday by the antics of a small Malayan sun-bear which was being led with a chain. The little fellow, though only some eighteen inches in length, showed a great objection to the crowd of coolies who followed, using his formidable claws whenever occasion offered, at the same time growling in a manner that would have been terrifying but for his small size. This species of bear (*Ursus Malayanus*) is found in the Malay Peninsula, Sumatra, Java and Borneo and also extends through Burma to the Garo Hills in North-eastern India. It is a purely forest animal and an excellent climber. Little is known of its habits except in captivity. It makes an interesting and tractable pet, but is inclined to be destructive. A small one belonging to H.M.S. *Mercury* was never so happy as when clawing the bottom out of a boat or damaging things generally. Needless to say, he cost his owner a small fortune and eventually died from the effects of eating a plum pudding intended for a dozen hungry men!

Misfortunes never come singly, and added to the deplorable boating fatality which it was our unpleasant duty to record yesterday we now have to express the profound regret with which we, in common with a very large circle of his friends both ashore and afloat, received the news of the death, at the Naval Hospital yesterday afternoon, of Fleet Paymaster Brenner, of H.M.S. *Centurion*. The deceased was highly respected by his superior officers and deeply esteemed by all who had the pleasure of his acquaintance. He arrived here last Tuesday (29th September) from the north by the cruiser *Rainbow* and was at once conveyed to the Hospital, but very little hope was entertained of his recovery and he gradually sank into the deep, deep sleep from which there is no awakening. The deceased officer was buried with full naval honours in Happy Valley this afternoon, the firing party and the large number of naval mourners and friends of the deceased who followed his remains to their last resting place combining to make the ceremony as imposing and impressive as it will be memorable to all who had the opportunity to indicate by their presence their love and respect for one whose faithful performance of arduous duties and whose invariable courtesy and amiable disposition had endeared him to all with whom, in his lengthy career in Her Majesty's service, he had come in contact.

Li Hung-chang, when in Scotland, paid a visit to Dalmeny House, the residence of Lord Rosebery. There Li Hung-chang and his following entered a "cab" engine, but before departing the ex-Viceroy was treated to music by a juvenile bagpipe band. The performance afforded the Grand Secretary and the members of the suite considerable amusement. When it had been concluded, Lo Feng-luh, addressing the boys, said:—"The Viceroy thanks you very much for the music you have played in his favour. Your music—national music—bears a certain resemblance to the Chinese, and the Viceroy finds a certain sympathy in it." The concluding words of the interpreter were laughingly spoken, and his hearers were not slow to recognise the humour of them. Before his Excellency departed he sent an attendant out with a small parcel of silver medals, which were distributed among the youthful pipers.

MEMORANDA.

To-day,—1st October.

9 p.m.—Meeting of Zetland Lodge.

To-morrow,—2nd October.

4.30 p.m.—Extraordinary general meeting of members of the Hongkong Jockey Club at the City Hall.

5 p.m.—The annual general meeting of the Hongkong Jockey Club at the City Hall.

5 p.m.—Entries for Gymkhana meeting close to the Hon. Secretary, at the Hongkong Club.

Sunday,—4th October.

Canadian and Tacoma mails due.

9 a.m.—*Honam* will proceed to Macao on an excursion trip, weather permitting.

We publish in this issue a most interesting article entitled "Ponape and the Caroline Group" from the pen of Mr. F. W. Christian, who is engaged in exploration in the Caroline and other groups of islands in the interest of several of the leading scientific societies of Australia and New Zealand.

It appears from statements made by the *Diario de Manila* that the Spanish Government are doing their utmost to improve the condition of the Spanish Navy and bring it up to present requirements. Two protected cruisers of the *Andromeda* type, of 11,000 tons each, are now being built on the Clyde, as well as a couple of torpedo-destroyers, while it is probable the first-class cruisers *Carlos V*, *Princesa de Asturias* and *Cardinal Cisneros* will be launched this month.

Customs notices to mariners have been issued by the Coast Inspector of the Imperial Maritime Customs stating the lights of the light-boats marking the N.E. Crossing Channel and Spencer Rock have been changed from white to red, whilst the Two-fathom Creek Beacon Light in the Kiuklang district has been shifted 270 yards N. 42 deg. E. from its last position, consequence of subsidence of the land on which it stood.

After the terrible, brain-boiling and fever-maturing heat of the past five months the news that the Steamboat Company will despatch their fast and exquisitely furnished river steamer *Honam* on an excursion to Macao on Sunday next, the 4th instant, should come as the balm of Gilead to hungering souls. As will be seen by an advertisement in another column, the *Honam* leaves here on Sunday at 9 a.m. and on the return trip will sail from Macao at 10 p.m. As the fare for the round trip is only $2 there should be a brisk demand for tickets at the Co.'s office on Saturday.

SETTLEMENT OF THE CHEFOO FORESHORE QUESTION.

[*China Gazette*, September 23rd.]

When Sir Claude MacDonald found that the British owners of the disputed piece of Chefoo foreshore had a French title-deed to the land in dispute, he promptly re-opened the question which he had previously decided in favour of the Chinese Government upon the insufficient and misleading data then before him. We are now very pleased to be able to record that the British Minister has largely retrieved his former blunder, and has been able to assist Messrs. Fergusson & Co. in procuring some measure of redress for the illegal seizure of their property by the Chinese Government by obtaining for them pecuniary compensation for the loss of their foreshore. The title-deed has been admitted by the British, French and Chinese Governments and is worth perusal, as it has turned out to be such a valuable document, and, at the eleventh hour, the means of preventing the most gross injustice being done to a British firm. It is, besides, somewhat amusing that a French document should turn up after so many years to be used against both the Russian and Chinese Governments. The title-deed is as follows:—

CONTRAT DE VENTE.

Concession Française.

Vice-Consulate de France
à Tchi-fou.

Nous Chicouse, Lieutenant de Vaisseau, Vice-Consul de France à Tchi-fou, vu les actes des ventes faites par les Chinois Yu Tsung, Yuen Tsung, Tsang Tsun-tchi, Tan Sien-tien, Tsang Yuen-tsung, Tsang Tsuen, Wang Ki-fang, Lien Ling et par les Sieurs William Baker et Holmes, de certains terrains, situés sur la Concession Française de Tchi-fou au Sieur Thomas Fergusson, et un plan representant les dits terrains, actes et plan dont les copies revetues de notre signature ont été déposées dans les archives de notre consulat;

Vu l'acte d'affermage à perpetuité passé à la date du Décember 1862, revetu du sceau aux armes de France et du sceau de son Excellence le Taotai et enregistré sur les folios 1 et 2 du régistre des Contrats de Vente.

Vu la déclaration signée par le Sieur Fergusson sur le folio 4 du même régistre, dans laquelle il s'engage à se conformer aux formalités obligatoires pour avoir le droit de posseder sur la Concession Française.

Certifions que le Sieur Thomas Fergusson, resident Anglais à Tchi-fou, est acquireur d'un terrain situe sur la Concession Française et borne—

Au Nord par la Colline de Yen-tai,
Au Sud par une rue,
A l'Est par un Cimetière Chinois et une rue,
A l'Ouest par la mer.

Terrain portant les numéros 7a, 7b, et 13 sur le plan Cadastral et mesurant—mous, soit 1, hectare 20, ares 50 centiares que le dit Sieur Thomas Fergusson a payé pour le prix du terrain la somme de quatre mille cinquante-deux piastres, vingt cents et qu'en vertu des dits actes le Sieur Thomas Fergusson a plein droit de disposer et jouir du terrain ci-dessus désigné, d'en transferer la propriété ou de l'hypothequer comme étant son bien.

En foi de quoi nous avons delivre le present acte que le Sieur Thomas Fergusson a signe avec nous après lecture faite.

Fait à Tchi-fou, le 5 Juillet, 1864.

Le Vice-Consul de France,
S. Chicouse.

Thomas T. Fergusson.

There is no getting over this title-deed which clearly defines Messrs. Fergusson's right to the foreshore down to the sea. We are now informed that Sir Robert Hart has been ordered by the Chinese Government to settle the difficulty, and he has instructed M. Le. Rocher, the Commissioner of Customs here, to arrange the sum to be paid with Messrs Fergusson & Co.'s legal representative in Shanghai. Every point raised by Messrs Fergusson & Co. has thus been given in their favour and the sole remaining issue is the amount of the compensation to be paid to them. The result is one upon which they are to be congratulated. We believe that Mr. George Jamieson, H.B.M.'s Consul, has been named as a proper person to assess that figure. Messrs. Fergusson claim that their foreshore of 14 mow is worth Tls. 4,000 per mow, in addition to which they ask for the very moderate sum of 15 per cent. by way of "compensation for disturbance," as it were. We are further informed that the Tsung-li Yamen only assess the value of the land at Tls. 2,000 a mow, and it is for the striking of a fair proportion between the divergent ideas of Messrs. Fergusson & Co. and the Yamen upon the subject that reference is made to Shanghai by the L.O.

PIRACY ON THE CHINA COAST.

That we've not heard the last of piratical outrages is very certain, and if any doubts are entertained on the subject surely the "little reminders" we have every three or four months should suffice to put those who "go down to the sea in ships" on the China coast well on their guard. After the shocking *Namoa* and *Greyhound* atrocities one would have thought that precautions would have been generally adopted, but if all we hear is correct there is need for saying to our nautical friends—Remember the *Greyhound* and *Namoa* tragedies!

The latest piratical outrage on the coast of China, near Amoy, is reported by our Amoy correspondent as follows:—We have just got information of a dastardly piratical outrage perpetrated between this port and Chuanchiu. A Chinese junk with a cargo of flour left Amoy and was attacked by a pirate cutter shortly after leaving port. The pirates, numbering at least 20 men armed to the teeth, boarded the trading junk and chased all hands below and shut them down. Then they transferred most of the flour to their own vessel, but as they couldn't get all the cargo into their own boat the pirates decided to take the trading craft in tow and with this object in view put six of their number on board to manage the sails and steer. During the night the pirates decided to go below to sleep and released three of the trading junk's crew, whom they ordered to trim sails and steer. When the pirates were sound asleep one of the sailors slipped the cover over the hatchway and with the assistance of his mates soon had the diring marauders secured below deck, nails and weights of all kinds being used to prevent them getting on deck. In the meantime the skipper cut the tow rope and putting his vessel, with all sail set, before the wind he soon got back to Amoy, where he at once handed over his six prisoners to the native authorities, who will doubtless soon rid the world of such dangerous rubbish.

PIRACY NEAR NINGPO.

Thus the *Shanghai Mercury* in a recent issue:—

Early on Saturday morning Major Watson, head of the Police at Ningpo, captured a pirate who belongs to a gang of robbers that attacked a boat off Seangshan a little while ago. The robber was strolling about in the settlement with a bundle of clothing on his back and was arrested by a native constable.

PONAPE ISLAND AND THE CAROLINE GROUP.

(Specially written for the *Hongkong Telegraph*.)

When the Pope, a few years ago, arbitrated in favour of Catholic Spain against Protestant Germany for the possession of the Caroline Islands he could have little guessed what an expensive legacy he was bequeathing to the stout Defenders of the Faith. To use a business phrase, it has been anything but a paying investment. Some wise man has somewhere said—"If you have a doubtful contract sublet it." The sound common sense of practical Germany seems to have accepted this conclusion. To compare small things with great, the troubles in Ponape, like the more recent and heavier ones in Cuba, have opened up a devouring gulf, absorbing abundance of blood and treasure. Who will be the next Cortius in Ponape to leap into that gulf remains to be seen. The extent of the Spanish losses in the late war has not been, and probably never will be fully known to the outer world. Hundreds of lives were squandered in vain expeditions along the Metalanim coast, mostly those of Manilamen—poor soldiery, well led, but feebly handled in action. The result is that the natives of Metalanim district, under the advice of certain of their chiefs who know European customs, and therefore should know better, entertain a profound contempt for all sorts of Europeans whatsoever, along with a huge confidence in their own resources and valour, which, however commendable in itself, is only likely one day to bring down ruinous disaster upon their own heads. On the other hand the great national pride of Spain and her vaulting ambition for colonial dominion shine out clearly, yet here in her pathetic efforts to conserve the Three Antilles and this her newest acquisition, the wreck and *caput mortuum* of her once magnificent empire. The world looks on and wonders at the intermittent flashes of the dying embers. The great palace within and without has been ruined and brought low as by conflagration. Little by little those old foes fire, water, and wind work out their ancient fend until the whole ruined fabric sinks into grey ash—a *memento mori*, a sorrowful warning to those who guide the course of great empires that man's ambitions and the fruit of them, like themselves, are but mortal.

Ponapé has been the mosquito, Cuba the vampire. Even little Ponape, herself the most advanced and most thickly populated of the Caroline group, has been a very costly and troublesome acquisition. Whilst the other multitude of islands lying thickly scattered to the westward are still unimproved, void of results, inhabited by fierce and savage tribes, fragments of forgotten folk, continually occupied in civil war, amongst which civilisation is sparsely represented here by the station of some lone American missionary fighting his way against odds, there by the house of some plodding trader, English, American or Japanese, himself doomed maybe ere long to a sudden and violent death at the hands of treacherous and cowardly barbarians, who know neither honour nor mercy. Ponapé herself is a fertile little island lying 6 deg. 48 min. North by 158 deg. 14 min. East, some 70 miles in circumference, surrounded by a dense belt of mangroves for the most part, the exhalation of which from the month of April onwards up to September on the cessation of the trade-wind blowing bright and clear out of the North-east, produce many catarrhal and febrile affections amongst the natives.

The population of the island is some 5,000, of which the largest portion reside in the Kiti and Metalanim district. The language is a northern form of Malayo-Polynesian, with a strong Melanesian and a fairly strong Japanese tinge. All the old traditions, and indeed the architecture and disposition of the ruins themselves, point *distinctly* to a Malayo-Japanese civilisation overthrown by a great barbarian invasion from the south. The great ruins in the Metalanim district have keenly attracted the attention of the curious. They are built upon a number of small coral islets, intersected by numerous waterways more or less shallow, every year more and more overgrown and choked up with the encroaching mangrove-belt. The largest enclosure is upon the island of Nantanach. The great outer wall measures about 215 by 185 feet in area, and about 30 feet in height at highest point, enclosing an inner wall about 80 by 60, which encloses a great vault or tomb, where excavations yielded rich results in shell ornaments, ancient adzes and war-axes, spear-heads and countless fragments of broken relics and bones. Of vaults in Nantanach I counted four in all, every one of them yielding a more or less plenteous harvest, of which I shall write later on.

To continue, Ponapé is a rich and fertile island producing abundance of copra, ivory-nut, and Ais-nut, the last named a large, brownish red nut with rough outer rind which produces a valuable varnish, hardly known as yet in European markets. The island's resources have hardly been developed at all. A clearing has been made around the little settlement of Santiago, Not District, and Henry Nanapei, chief of Renkiti, a most progressive and enterprising man, for in advance of his generation in every way, has at great pains planted a great valley with cocoanuts and otherwise improved the land; but these are two solitary exhibitions of energy and industry and quite out of keeping with the general rule of listlessness, laziness and general *laissez faire*. Brooks and rivulets of sweet water everywhere abound and the island scenery presents a rich panorama of forest and water falls, a glorious scene of rich, varied, luxuriant tropical vegetation Birds abound, several species peculiar to the island, amongst others the *Paluck*, a brown and white pigeon, and a reddish and brown parroquet (Eos rubiginosa). A peculiar black and brown lizard (*Kieh*) is found, resembling a miniature alligator. Huge eels abound in the swamps and, strange to say, are greatly dreaded by the natives, probably owing to some lingering notion of Asiatic serpent-worship. The palm family are represented by several varieties of the ever-present cocoanut palm, or *Ni*; by two Areca palms, the *Katal* and the *Kotop*, by the *Paraw* or swamp palm, (the *Nipa* of the Philippines), and last, but not least, by the *Och* or vegetable ivory palm, called by the Spanish *Palma de Marfil*, the round hard nuts of which find a ready sale in the European markets.

The island is divided up into three large provinces, Kiti, U, and Metalanim, and into two small ones, Not and Chokach (called erroneously *Yakoits* by American missionaries), each under its own chief or king. The genius of English colonisation here is sharply contrasted with that of Spain. The old country sends out numbers of her best and bravest sons to seek out new lands and to carve out their fortunes at will. It is the old *Apothkia* or home-leaving of the Athenians of Thucydides. Spain adopts the system of fortifying and garrisoning a strong place in the heart of a hostile or semi-hostile population. The fruits of these systems are, on the one hand solid advantage and lasting prosperity; on the other, disunion, dissatisfaction and disaster.

Ponapé, though she possesses, as far as we know, no mineral wealth, contains rich resources in her forests. Amongst her most remarkable forest trees are the *Ichau*, the *Luack* (two Calliophyllum), the *Koret*, a tall timber-tree, with red wood valuable for cabinet making, the *Tong*, a fine reddish-brown wood, the *Pulok*, and *Uatingal*, species of giant mangrove, the *Pona* or rosewood (Thesperia popularis), and the *Ikoth*, a tree with very hard reddish wood with a beautiful grain. The *Marap* (incarpus edulis) and the *Chatak*, a tall buttressed tree, bearing clusters of bright blue oval berries—the food of the fruit-pigeons—also produce a good hard wood valuable for housebuilding and the construction of boats. Other two remarkable trees are the *Nin* and the *Ato*, or Banyan tree, both belonging to the Ficoid order. The almost untrodden wilderness of the interior grows many other forest trees and plants, many merely ornamental, some reputed to possess valuable medicinal qualities Weeds and creeping plants abound everywhere, to the great annoyance and impediment of the booted and clothed foreigner who rashly ventures into the woody labyrinths.

The highest peak in the island is that of Tolocom (2861 ft.) in Kiti District. Mount Whana in the same district and Mount Kupuricha in U are nearly as high. Close to the Kiti and Mitalanim border is a curious looking basalt shaft called by the natives *Chila-U*, or the *Adze Head*, known to Captain "Bully" Hayes, of buccaneering fame, by the equally picturesque title of *The Sentry Box*. It overlooks the pretty and picturesque island of Motok, whose people dwell in security, like the good folk of Laish of old, "They dwelt afar off in peace, for no enemy was nigh." A little way further up, past Nantamarui, the abode of Joe Kehoe, a good old American settler, and Nantiail, the Metalanim coast is indented by two deep harbours, Middle Harbour (*Ponatik*) and Weather Harbour—at head of latter is Chapalap River, where in the late war the Spanish lost terribly in storming a native fort—formerly frequented by whaling vessels, but now deserted and abandoned by sailing masters and whaling captains alike, who were thoroughly disgusted at the meanness, double dealing and incredible avarice of the natives, who with justice may be styled the lowest islanders of the Pacific. Now-a-days nearly all ships trading touch at Mutok Harbour or Ronkiti, where the anchorage is good and wood and water, provisions and produce cheaper and easier to be procured. The King of Metalanim and his favourite courtier and factotum, David Lumpoi, are two curious personages. The latter picked up his English and his manners together from a whaling-vessel. *Verb. sap.* The former is a gloomy, morose old man, who turned religious in his old age in order to dodge the sins and crimes of his youth. He has a great hatred and contempt of the *Macka potopot*, or white faces, which is as cordially reciprocated by all of them who have met him. He draws the princely salary of twenty dollars a month from the Spanish to keep him in good humour; and so the farce goes on. Whether the comedy will or will not result one day in a tragedy remains to be seen.

F. W. CHRISTIAN.

THE OMENS IN THE SKY.

SHANGHAI, September 24th.

To all people who carefully watch the omens in the sky the impression that the present calm in the political atmosphere of the Far East is soon likely to undergo a violent change is daily becoming stronger, as the forerunners of an approaching storm gather from the West. For months past the papers have, every other day, recorded the passage of ships of the Russian Volunteer Fleet, bringing "reliefs" to Vladivostock. Fifteen hundred or two thousand men are thus borne from Odessa to the Siberian port at a time, and while it is true that the returning ships carry back time-expired men, invalids, etc., to Russia, there is no comparison between the figures of numbers carried each way. Three or four hundred men with their families return, while four or five times as many *men only* almost invariably come out. We have reliable information from Habaroffka that the number of troops in the Primorsk and Eastern Siberia at the present moment, that is from Possiette to Nicolaiefsk and from the sea to the Zeya, is about 165,000 of all arms, and that in the region of Vladivostock, embracing half a dozen military towns, there are not less than 112,000 troops, while fresh barracks are constantly being run up to accommodate many more. The Army Hospital Service and the Red Cross contingent have recently been largely augmented, and, curiously enough, vast numbers of those light bamboo stretchers, which the Japanese introduced with such good effect into the last war, are being made at Novokiefsk, close to the frontiers of China and Korea. The force of these preparations on land is greatly intensified by the ominous news wired from St. Petersburg lately by Reuter to the effect that a fresh Russian Squadron of one battle ship, six first-class cruisers, two second-class cruisers, two torpedo cruisers, six gunboats, and seven torpedo boats have been ordered to join the Pacific Fleet. Obviously this striking addition to the present Russian force in these waters is not lightly ordered or undertaken without weighty counsels amongst the ministers of the Czar. The present Russian Squadron in the Pacific, already the strongest numerically and, measured by tonnage, the heaviest, is more than sufficient for every possible duty that could arise under a policy of simple defence. The extra fleet of fourteen modern sea-fighting machines, not counting the torpedo flotilla, can only be despatched for one purpose, namely, the beginning on sea of that more active and offensive policy which the vast increase in the Russian land forces indicates we may at any moment see inaugurated on shore. We confess that though we agree that Russia is rightfully entitled to some ice-free outlet to the Pacific, the continuance and increase of her warlike preparations in that region are anything but reassuring, and are indicative of either a desire to change the present peaceful condition of affairs in the Pacific, by some fresh *coup*, or a determination to be prepared for an attack of which there is no premonition contemplated from any quarter. Japan is in no humour to raise a fresh storm. Great Britain is to too closely wedded to peace; and China is too much beneath contempt for Russia to contemplate attack on the Pacific side from any of these three. There is absolutely no other quarter to look to for assault and seeing that she is safe from every side from attack these mighty masses of grey coated troops and these ever-growing naval armaments can only be intended for offensive operations. The question is—Against whom? We do not anticipate that we shall have to wait many months for the answer. It looks as if Russia were deliberately preparing to force a quarrel in some quarter. To-day we are told that Russia and Japan have agreed to a protectorate over Korea, yet that the Japanese troops are to evacuate the peninsula! Japan is thus to withdraw her forces from the country on the borders of which the Russians are massing the most numerous European army that has ever been seen on Asiatic soil, with the King and Ministers of Korea worked like puppets by the Russian Legation, an overwhelming Russian fleet cruising along the coast, with China tied abjectly to the chariot of the Czar, and stimulated by revenge and the sense of her own impotence, only too eager to give his cohorts every encouragement to whip the victors in the recent war. At Port Arthur strange preparations are also going on, which are of sinister significance. China has no ships and not even the skeleton of a navy, yet the dock and workshops are being rapidly put in order and large quantities of coal are being shipped over there from Chihli. For the use of whom? Certainly not for China's navy; that does not exist. The only inference is that they are intended for the use of China's great protector, which is now preparing to repay herself for the valuable and disinterested services she rendered China over Liaotung and Manchuria. The practical experience of 1894-5 has shown us that we may expect military operations in Korea and Manchuria to be conducted in the cold season instead of summer for the future, if the people who direct such things can suitably adjust their time; and it would not surprise us very much, judging by reports that reach us from many quarters, if the freezing of Vladivostock, which means the creation of an impassable barrier against hostile ships, were the signal for some striking and startling development of Russia's policy in this part of the world. The frequent presence of Russian surveying officers and engineers at Port Arthur and their peregrinations through Manchuria, with the tacit consent or open approval of the Chinese officials, are highly significant indications of the relations between Russia and China, and point unmistakeably to the common object of Russia's warlike preparations and of China's refitting and storing of her only naval dockyard. Is the despatch of Admiral Alexieff's formidable squadron the first occult result of Li's recent understanding in St. Petersburg? But anyway it behoves the British authorities to keep themselves better informed of what is going on and what are the odds on the game than they were in 1894-5.—*China Gazette.*

THE RECENT ACTIONS AGAINST THE SANITARY BOARD.

MEDICAL OFFICER OF HEALTH'S REPORT.

The following report by the Medical Officer of Health having reference to the recent actions at law against the Sanitary Board was handed to a reporter of the *Daily Press* at the meeting of the Board yesterday afternoon:—

Sanitary Board Offices,
Hongkong, 4th September, 1896.

SIR,—I have the honour to report for the information of the Board that the finding of His Honour Mr. T. Sercombe Smith, in an action brought against the Board in July last to recover damages for the removal of portions of certain cocklofts, was as follows:—"I am of opinion that the removal of any portion of the joists or any portion of the cocklofts taken down was certainly not within the powers of the Board, and that constitutes a misfeasance which converts the legal entry, the original lawful entry of the officers of the Sanitary Board, into trespass *ab initio*," and commenting upon this decision the Hon. the Acting Attorney-General writes that, "The Acting Puisne Judge decided . . . . . that the removal of boards from off the premises, *whether clean or dirty*, was an illegal act and rendered the Sanitary Board trespassers *ab initio*."

It is upon this decision that the Crown Solicitor admitted trespass in the more recent actions for damages taken by the occupiers of Nos. 88 and 90, Bonham Strand, against the Board.

It will be within the recollection of the members of the Board that at a meeting held on February 27th of this year, the western portion of the city was declared to be affected by plague, under by-law 22 made under section 13 of Ordinance 15 of 1894, and the resolution of the Board authorised "the Medical Officer of Health and his staff to make a house to house visitation within that portion of the City bounded on the North by the Praya, on the South by Caine and Bonham Roads, on the East by Wyndham Street, and on the West by the Western boundaries of Marine Lot No. 184 and Inland Lot No. 833 for the purposes stated in the by-law referred to," and at about the same date a number of European and Chinese constables were temporarily transferred to the Board for the purposes of this house to house inspection and cleansing, while application was also made to the Military Authorities for the loan of a few soldiers to perform similar duties under the supervision of the constables and Inspectors of Nuisances.

On 2nd April a further resolution was passed by the Board declaring the Eastern division of the city to be similarly affected by plague, and additional men were obtained from the Police Department and from the Military Authorities for work in that portion of the city.

On April 9th the Board appointed under the provisions of Ordinance 11 of 1895 a Select Committee, consisting of the President, Captain Superintendent of Police, and the Medical Officer of Health, to supervise and arrange all matters connected with the cleansing and lime-washing of houses, and also the house to house visitation within the areas infected by "bubonic plague," and the work was carried on throughout under the personal supervision of this Select Committee.

The services of the soldiers were dispensed with by a resolution of the Board under date of June 4th and of the European and Chinese constables on July 18th.

That portion of by-law 22 under which the work of cleansing and disinfection was carried out reads as follows:—"If the premises so visited or any part thereof shall be found in a dirty or insanitary condition in the opinion of the officer making such visitation, he may forthwith take steps to have the same thoroughly cleansed and disinfected by the staff of the said Board, or by contractors or others specially appointed for that purpose," and I gave it as my opinion, both during the cleansing operations and when called as a witness in the actions taken against the Board, that the taking down and the removal of dirty and rotten cocklofts was *essential* to the *thorough* cleansing and disinfection of the premises.

His Honour Mr. T. Sercombe Smith, however, read by-law 22, which relates to periods when an epidemic is raging in the colony, and the action to be taken to disinfect and cleanse *premises* under such circumstances, with by-laws 23 and 24, which I, in common with other members of the Board, have always considered as relating to the action to be taken in dealing with *articles* which have been in contact with sporadic cases of an infectious disease; by-law 24 states that, when "in the opinion" *duly certified in writing* of a duly authorized officer of the Sanitary Board, any article cannot be effectively disinfected or ought for any sanitary reason to be destroyed, it shall be destroyed in such manner and in such place and with such precautions as the said Board may from time to time direct," and because Mr. Sercombe Smith reads these by-laws together, and the officers of the Board duly authorized to carry out the house to house inspection and cleansing did not certify in writing that in their opinion these filthy cocklofts "ought for sanitary reasons to be destroyed," the Board and its officers, after working night and day to check the ravages of one of the most terrible and fatal of diseases known to modern science, and when their efforts have at last, but at the cost of several valuable lives, been crowned with success, are cast in damages for this technical breach of a by-law which, owing apparently to its clumsy wording, has failed to give to the Board those powers which under the Ordinance it is legally entitled to wield.

I would also direct the attention of the Board to the fact that practically the same men were employed this year to stamp out the epidemic as were employed in 1894 by the Permanent Committee, and not unnaturally the measures which they adopted to effect the cleansing and disinfection of premises were not dissimilar to those adopted in 1894, when no such powers existed for the purpose, and it was only natural to suppose therefore that an Ordinance and by-laws drafted specially to deal with similar epidemics would contain all the powers which were felt to be so necessary in 1894, and the assumption of which by the Permanent Committee could only be legalized by the insertion in the said Ordinance of section 16.—I have the honour to be, sir, your most obedient servant,

FRANCIS W. CLARK,
Medical Officer of Health.

The Secretary, Sanitary Board.

The Secretary attached the following note:—

The exceptional measures taken this year to combat bubonic plague were no doubt in a very great measure based upon the knowledge and experience gained in 1894, but, so far as I have been able to ascertain, the work was carried out in a very much less drastic manner. Had the same whitewashing remedy been adopted this year as was taken in 1894 these actions could not have been taken.

As shown by the rapidity of many of the deaths and the high percentage of mortality, the disease was quite as malignant this year as it was in 1894. It is certainly a matter for regret that the line of action to be taken by the Board's servants should have been carried out in such a manner that the Supreme Court of the colony has decided to be illegal. At the same time, it should be steadily borne in mind that the actions taken were considered necessary in the interests of the public health of the colony and were thought to be perfectly legal by those in charge of the work. At the date on which these Bonham Strand houses were cleaned the number of cases reported *daily* averaged 12, and in the face of what occurred in 1894, no sensible man would at that time have hesitated to proceed with the work of cleansing dirty dwellings so that he might have time to think out nice points of law. This is of course emphasized when it is remembered that where premises were reasonably clean the removal of woodwork even where it stood in an illegal form would not have been necessary. To my mind, therefore, the real fault lay in the *ab initio* dirty habits of the occupants of these dwellings and the dirty condition of the premises in which they existed.

Unless the factor "Cure by faith" is admitted it is absurd to suppose that the medicinal value, of the ginseng, which the Court has found to be damaged, was affected in any way by the rough handling it is asserted to have sustained at the hands of the Board's servants. That its commercial value was reduced seems quite clear, and that no doubt in a commercial community is a factor of far more importance than its medical value.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(*Before Mr. T. Sercombe Smith, Acting Puisne Judge.*)

October 1st.

SCHERLE AND CO. *v.* CHOY LOONG CHUEN.

In this action plaintiffs sought to recover $731.55 damages caused to them by reason of the defendant's failure to take delivery of certain tin plates purchased by him from the plaintiffs, and also on an account stated and dated 7th July last.

Mr. J. Hastings (of Mr. V. H. Deacon's office) appeared for the plaintiffs and Mr. C. Ewens represented the defendant.

Mr. Hastings said the defendant was formerly compradore to the plaintiffs. In February last he ordered from them one thousand boxes of tinplates and the price fixed was $5.10 a box. The defendant said he was not purchasing for himself, but for a buyer. The order was sent to London and in due time the goods arrived. The defendant was requested to take delivery of the goods, but he did not and said he would give the buyer's name in the course of time. The goods were consequently placed in the godown and when the compradore was leaving the firm in July he was again requested to take delivery. He said he could not do so then because he had no money, but he would take them in a month or two's time. He then signed an account containing an entry of these goods, thereby acknowledging that he was indebted to the plaintiffs for the value of the goods. Eventually, after proper notice to the defendant, the goods were sold by auction on the 26th August and they fetched $4,410, the original purchase price being $5,100. Other expenses were incurred and there remained a balance due to the plaintiffs of $731.55.

After hearing the evidence his Lordship decided to reserve judgment, a point of law having been raised by Mr. Ewens as to the liability of the defendant on the account stated.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Mirzapore*) to-morrow.
Canadian (*Empress of China*) 4th inst.
Tacoma (*Olympia*) 4th inst.
American (*City of Peking*) 19th inst.

* * *

THE Canadian Pacific Railway Co.'s steamship *Empress of China* arrived at Nagasaki at 6 p.m. to-day and left at 5 p.m. for Hongkong, *viâ* Shanghai.

* * *

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Congo	steamer	from	Manila.
Canton	"	"	Foochow.
Hanoi	"	"	Haiphong.
Tsinan	"	"	Foochow.
Taisang	"	"	Canton.
Cheang Hock Kian	"	"	Singapore.
Velocity	barque	"	Honolulu.

Aggregating 8,693 tons register.

DEPARTURES.

Teucer	steamer,	for	Shanghai.
Manila	"	"	Shanghai.
Victoria	"	"	Tacoma.
Independent	"	"	Canton.
Yungching	"	"	Canton.
Nanchang	"	"	Canton.
Tatlee	"	"	Canton.
Loosok	"	"	Swatow.
Hailoong	"	"	Swatow.

Aggregating 11,068 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Hohenzollern	in	Kowloon	Dock.
Activ	"	"	"
Britannic	"	"	"
White Cloud	"	"	"
Deucalion	"	"	"
W. J. Rotch	"	"	"
Yuensang	"	"	"
Haitan	"	"	"
Glencaladh	"	"	"
John Batsley	"	Cosmopolitan	"
Gaelic	"	"	"
Clan Farlane	"	Aberdeen	"

PASSED THE CANAL.

OUTWARD—1st September—*Howick Hall*. 8th September—*Antenor, Cam. Natier (f)*. 11th September—*Melbourne, Kinfauch*. 15th September—*Arwanley, Ceres*. 18th September—*Japan, Khedive*. 21st September—*Ulysses*. 25th September—*Bruladi, Glengyle, Strathtay*. 29th September—*Benalder, Garda, Preussen, Agapanthus*.

HOMEWARD—25th September—*Mavguts Becquehem, Yarra*. 29th September—*Myrmidon, Santa, Bengloe*.

How to gain Flesh and Strength.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidity with which delicate children and sickly people suffering from weakness and wasting disease improve and thrive upon this diet is truly marvellous. As a remedy for *Consumption and Throat Affections and Bronchitis* is unequalled by any other preparation in the world. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—*Advt.*

Auction.

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by

PUBLIC AUCTION,

Commencing from

MONDAY, the 5th day of October, 1896, at 2.30 o'clock in the Afternoon at the Premises.

THE FOLLOWING

LEASEHOLD PROPERTIES,

Namely:—

INLAND LOTS Nos. 634 and 680 with the HOUSES thereon Nos. 74 to 94 SECOND STREET; Nos. 91 to 111 THIRD STREET; and Nos. 1 to 22 SHEUNG FUNG LANE.

Each House will be Sold as a separate Lot.

All the above Premises are held from the Crown for the respective terms of 999 Years granted by the Crown Leases of the Lots, and are to be Sold subject to the existing tenancies thereof, and to the payment of a proportionate part of the Crown Rents reserved and to the Covenants contained in the said Crown Leases.

Further Particulars may be had on application to the Undersigned, at whose Office a Sale Plan may be seen.

C. EWENS,
SOLICITOR FOR THE MORTGAGEE,
Hongkong.

Hongkong, 23rd September, 1896. [1491

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"

FROM LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Madras, *ex* S.S. *Secundra*.

Optional goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 6th October at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 30th September, 1896. [431

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "PRINZ HEINRICH."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

All Claims must reach us before the 2nd October, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, 25th September, 1896. [1447

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BURKN,
Agent.

Hongkong, 30th September, 1896. [1

Intimations.

CHINESE IMPERIAL GOVERNMENT
7 PER CENT. SILVER
LOAN OF 1886, E.

20TH HALF-YEARLY DRAWING.

INTEREST DUE and DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on and after the 30th September, 1896.

Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.

Hongkong, 29th September, 1896. [1526

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG JOCKEY CLUB will be held in the CITY HALL TO-MORROW, the 2nd October proximo, at 5 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 18th September, 1896. [1472

THE HONGKONG JOCKEY CLUB.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the MEMBERS of THE HONGKONG JOCKEY CLUB convened in accordance with Rule 31 of the Rules of the Club will be held at the CITY HALL, TO-MORROW, the 2nd day of October, 1896, at 4.30 P.M., for the purpose of considering and if thought fit altering Rule 9 of the Rules of the Club by expunging the words "not being Officers of the Army or Navy" where such words occur in Rule 9.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 25th September, 1896.

P.S.—Should the above resolution be passed it will be submitted for confirmation at a Second Extraordinary General Meeting which will be subsequently convened under and in accordance with Rule 32 of the Rules of the Club. [1505

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Twenty-Third Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 4, The Praya, Hongkong, on Thursday, the 8th October, 1896, at Noon, for the purpose of Receiving the Report of the Directors, together with Statement of Accounts for the year 1895, and for the half-year ending the 30th June, 1896, and of Declaring Dividends.

The Transfer Books of the Society will be Closed from the 20th September to the 8th October, both days inclusive.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 19th September, 1896. [1463

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on MONDAY, the 19th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 25th September, 1896. [1506

NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.

W. SHEWAN.

Hongkong, 20th July, 1896. [1149

FOR SALE.

The Belgian × 100 A 1 Iron Screw Steamer

"ANVERS,"

2,586 Tons Reg. Gross, 1,996 Tons Reg. Net.
Lying in Hongkong Harbour.

For Particulars, apply to
LAUTS, WEGENER & Co.,
Agents for
CAPTAIN & OWNERS.

Hongkong, 22nd September, 1896. [1484

To be Let.

TO LET.

DWELLING HOUSES:—
Nos. 2, 3 & 4, RIPON TERRACE.
GODOWNS in BLUE BUILDINGS.
"LA HACIENDA" at the PEAK—FURNISHED—from 1st October.
No. 2, HILLSIDE, at the PEAK—FURNISHED.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 30th September, 1896. 27

TO LET.

THE SIX ROOMED HOUSE with out-houses, No. 18, HOLLYWOOD ROAD.

A LARGE ROOM on the Ground Floor of No. 31, WYNDHAM STREET. Suitable for Office or Shop.

SHOP—No. 61, QUEEN'S ROAD CENTRAL.

DAVID SASSOON, SONS & Co.

Hongkong, 4th September, 1896. [1396

TO LET.

FIVE-ROOMED BUNGALOW "RHEDA," BONHAM ROAD.

Apply to
CHINA MERCHANTS' S. N. Co.,
No. 22, Praya West.

Hongkong, 5th June, 1896. [944

TO LET.

NOS. 2 & 3, STEWART TERRACE—(THE PEAK).

Apply to
J. W. NOBLE.

Hongkong, 25th August, 1896. [919

Intimations.

KOPS ALE STILL RUNNING!

14 Gold Medals Awarded in 1894 & 1895.

BRIGHT! PURE!! SPARKLING!!! Brewed and Bittered with Hops only.

SOLE AGENTS:— WATKINS & CO., HONGKONG.

52]

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND

"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

DR. OVERLACH'S

"MIGRAININE,"

(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS! [84

NOTICE.

MESSRS JOHNSON, STOKES and MASTER have REMOVED their OFFICES to No. 12, QUEEN'S ROAD CENTRAL 1st FLOOR (over Messrs. GANDE, PRICE & Co.'s Offices).

ENTRANCE FROM THE LANE.

Hongkong, 25th September, 1896. [1499

FIELD TAXIDERMY!

A PRACTICAL TAXIDERMIST will give a course of SIX LESSONS in SKINNING BIRDS and MAMMALS, provided a sufficient number join.

FEE FOR COURSE—$5.00.

Apply to
"SKINS,"
c/o *Hongkong Telegraph* Office.

Hongkong, 25th September, 1896. [1503

NOTICE.

TYPE-WRITING TAUGHT in SIX LESSONS.

FEE—$5.00.

Apply to
"TYPE,"
c/o *Hongkong Telegraph* Office.

Hongkong, 25th September, 1896. [1504

Shipping.

STEAMERS.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"TELENA,"

Captain Scott, will be despatched as above on THURSDAY, the 8th October.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd September, 1896. [1487

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASLOUN,"

Captain J. Murray, will be despatched for the above Port on MONDAY, the 12th October.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th September, 1896. [1508

NIPPON YUSEN KAISHA.

JAPAN—AUSTRALIAN LINE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"

Captain James Jones, will be despatched for the above Ports on SATURDAY, the 17th October, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 24th September, 1896. [1496

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Cassius*.........	To JAVA......	October.
S.S. *Federation* ...	To JAVA......	Nov.
S.S. *Germania*......	To JAVA......	Dec.
S.S. *Federation* ...	To JAPAN ...	October.
S.S. *Germania*......	To JAPAN ...	Nov.
S.S. *Cassius*.........	To JAPAN ...	Dec.

General Agents for China & Japan,
LAUTS, WEGENER & Co.

Hongkong, 22nd September, 1896. [1547

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Moore, will be despatched TO-MORROW, the 2nd October, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th September, 1896. [1495

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on MONDAY, the 5th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th September, 1896. [1459

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"NINGCHOW,"

E. Warrall, Commander, will be despatched as above on or about the 7th October.

To be followed promptly by the S.S. *Keemun*

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 28th September, 1896. [1523

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"KAISOW,"

E. Warrall, Commander, will be despatched as above on or about the 15th October.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 30th September, 1896. [1527

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Altmore.........	Thursday...	15th October.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE."

will be despatched hence for VICTORIA, (B.C.), and PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on THURSDAY, the 15th October.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th September, 1896. [1569

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 2nd October, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 1st October, 1896. [1529

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHWANG.

THE Company's Steamship

"TAMSUI,"

Captain Vaughan, will be despatched as above TO-MORROW, the 2nd October, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th September, 1896. [1528

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched as above TO-MORROW, the 2nd October, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th September, 1896. [1478

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Waddilove, will be despatched as above TO-MORROW, the 2nd October, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th September, 1896. [1530

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD,

ALSO

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain Mancini, will be despatched as above on SATURDAY, the 3rd October, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 28th September, 1896. [1520

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain G. Payne, will be despatched as above on SATURDAY, the 3rd October, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th September, 1896. [1518

FOR SINGAPORE.

THE Steamship

"TRITOS,"

Captain W. A. Linse, will be despatched for the above Port on SATURDAY, the 3rd October, at Noon.

For Freight or Passage, apply to
SIEMSSEN & Co.
Agents.

Hongkong, 30th September, 1896. [1532

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Chartered Steamship

"OSBORNE,"

Captain P. Rettie, will be despatched for the above Port on MONDAY, the 5th October, at 3 P.M.

For Freight apply to
NIPPON YUSEN KAISHA.

Hongkong, 30th September, 1896. [1531

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 5th August, 1896. [1056

FOR NEW YORK.

THE 3/3 A I I American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 28th August, 1896. [1317

FOR SAN FRANCISCO,

THE A1. I. British Bark

"CASABLANCA,"

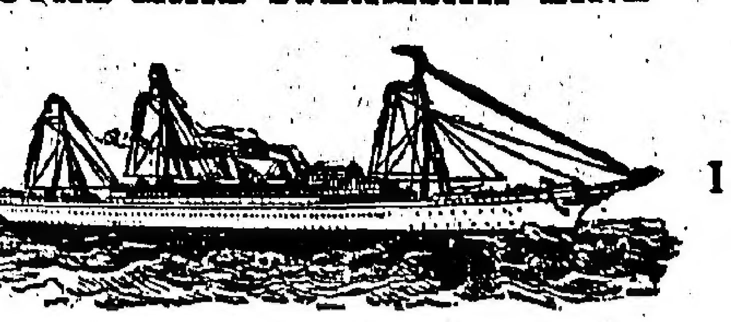
Cantley, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to
SHEWAN, TOMES & Co.

Hongkong, 4th September, 1896. [1397

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R......WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 30th September, 1896. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea & Yokohama)............	Wednesday, 4th Nov., at Noon.
Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)............	Saturday, 21st Nov., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)............	Tuesday, 8th Dec., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 4th November, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th September 1896. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)...	Thursday, 8th Oct., at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th Oct., at Noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 12th Nov., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 8th October, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1896. [1

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [41

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES,

SANITARY SOFT SOAP. JEYES' FLUID. THE BEST DISINFECTANT. DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 4th March, 1896. [9

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROHILLA,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 8th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 24th September, 1896. [431

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ...	Tuesday...	13th Oct.
Preussen	Tuesday...	10th Nov.
Sachsen	Tuesday...	8th Dec.
Bayern	Tuesday...	5th Jan.
Prinz Heinrich ...	Tuesday...	2nd Feb.
Preussen	Tuesday...	2nd March.

ON TUESDAY, the 13th day of October, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Cuppers, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 10th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 12th Oct., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 12th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application. *Special rates allowed to members of Government Services.*

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia	2,608	Saturday ...	Oct. 17.
Braemar	3,601	Wednesday	Nov. 4.
Tacoma	2,549	Thursday...	Nov. 26.
Victoria	3,167	Tuesday ...	Dec. 8.
Olympia	2,608	Tuesday ...	Dec. 29.

THE Steamship

"OLYMPIA,"

Captain Truebridge, sailing at Noon, on SATURDAY, the 17th October, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer to* the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 1st October, 1896. [4

Printed and Published by CHESNEY DUNCAN, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.